

PROCRISTINATION
is bad at any time; but
where your eyes are
concerned, delay may
be injurious.

N. LAZARUS
OPHTHALMIC OPTICIAN.
31, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1842

May 26, 1920, Temperature 76°

Rainfall 0.58 inch.

Humidity 95.

May 26, 1921, Temperature 54

CHEMICAL
FIRE EXTINGUISHERS
TO SUIT ALL
PURPOSES.
ALEX. ROSS & CO.
24, Des Voeux Rd. C.

No. 17,960.

三拜禮

號六廿月五年十二百九千一英

HONGKONG, WEDNESDAY, MAY 26, 1920.

日九初月四申庚九百九千九國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS,
HONG KONG-KOWLOON.

Marine and Land Engineers, Boiler-makers,
Founders, Motor Boat Builders.

HARBOUR REPAIRS CALL FLAG "L".

SOLE AGENTS FOR "KELVIN MOTORS".

Motors from 12 H.P. to 40 H.P. now in stock also spare parts.
TELEPHONES:—Works K.21; Manager K.32; Harbour Engineer K.120;
Works Supt. K.410.
TELEGRAMS:—"SEYBOURNE."

DRAGON MOTOR CAR CO.
(THE EUROPEAN GARAGE).

CARS FOR HIRE IN HONGKONG AND KOWLOON

Agents in South China for:—

Hudson, Essex, Dodge Brothers and Siddeley-
Armstrong Motor Cars, Denby Motor Trucks
and U. S. Tyres.

GARAGE AT
4, DES VOEUX ROAD.

TEL. 482.

GARAGE AT
26, NATHAN RD. KOWLOON

MOSCATINE.

A few drops sprinkled on the hands
or any exposed part effectually
prevents the bites of Mosquitoes
and Sand Flies.

A. S. WATSON & CO., LTD.,

The Hongkong Dispensary.

We Suggest: **BRINSMEAD
CHAPPELL,
ESTEY
CHALLEN**

ROBINSON'S

For
Supreme
Tone and
Quality.

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

Diss Bros
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

THE OPTICAL COMPANY
51, QUEEN'S ROAD CENTRAL.

SPECTACLES, EYEGLASSES, LENSES, etc.
OPTOMETRIST IN CHARGE—E. CHAN, OPT. D.
EYES TESTED FREE OF CHARGE.

DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 628.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

UNREST IN IRELAND.

LONDON, May 24th.

The Irish Railwaymen's Union has refused to
ed the dockers in refusing to handle military
stores. A general strike of the railway-
men in Ireland is threatened in the event
of the punishment of the two engine-drivers
who refused to drive the train loaded with
munitions by the military at Kingston.

The engine-drivers at Baginbore refused to
drive a train conveying to prison
three men charged with raising for arms.
An army motor-lorry arrived for the pri-
soners but was unable to enter the town
for some time, owing to the roads for miles
around being blocked by felled trees,
blown-up bridges and stone barricades.
The military occupied Baginbore.

LONDON, May 24th.
Mr. Asquith, speaking at Paisley,
strongly urged that Ireland be placed on a
similar footing to the great Dominions,
instead of the punitive compromise
offered in the Home Rule Bill.

Mr. Cully has sent a letter to Mr.
Porter, Chairman of the House Foreign
Committee, saying that nothing connected
with the foreign relations of the United
States should delay the committee from
any action which it felt impelled to take
regarding American recognition of the
Irish Republic.

THE PRINCE OF WALES.

LYNCH, May 24th.

The Prince of Wales has concluded his
tour of New Zealand and will sail for
bourne on H.M.S. *Albatross* on May 24th.

LATER.
The Prince of Wales, in a farewell mes-
sage to New Zealand, says that he was
particularly impressed by the fact that
New Zealand does not merely afford an
opportunity for some but for all. He had
never seen such well-being and happiness
more uniformly evident throughout a
population. New Zealand is also a living
example of the fact that the European
race can take over a new country without
injuring to the original inhabitants; both
may advance in mutual confidence and
understanding along a common path.
New Zealand is one of the greatest monu-
ments of British civilisation in the world.
He felt that from end to end of the
Dominion there was no place where British
people were more true to British tradition
or truer to British form. The Prince of
Wales concluded with references to the
strong feeling of loyalty existing towards
the Empire and the Sovereign.

His Royal Highness conferred decorations
on the heads of the Government
departments and others connected with
the New Zealand tour.

OBITUARY.

CAMBRIDGE (MASSACHUSETTS), May 24th.
The death is announced of the well-
known authoress, Mrs. Eleanor Hodgman
Porter.

REPARATIONS COMMISSION.

PARIS, May 24th.
The Council of Ambassadors has decid-
ed that the destroyed German material is
the property of the Reparations Commis-
sion.

JAPAN'S ACTIONS IN CHINA.

LONDON, May 24th.
In the first of the series of articles in
the Times on Far Eastern problems, Mr.
J. O. P. Bland, dealing with China, em-
phasises the importance of China as the
greatest potential market of the world.
In regard to the question of the renewal
of the Anglo-Japanese Alliance he says
that while Great Britain and Japan have
evidently much to gain in the main-
tenance of the Alliance, no good purpose will
be served by shutting our eyes to the fact
that a good many things have been done in
China by the Japanese Government or its
agents during the past seven years which
can in no way be reconciled with the
spirit or the letter of the Alliance.

[Part of the message is missing here.]

No such remedial measures are practic-
able unless and until the Powers concern-
ed, especially Japan, come to a definite
understanding and agree to pursue a com-
mon policy of readjustment and recon-
struction, based upon a sincere desire to
re-establish economic stability and political
independence of China. Negotiations for
the renewal of the Anglo-Japanese
Alliance should provide a good oppor-
tunity of coming to such an agreement.
No satisfactory reconstruction of China
is attainable by means of an international
financial consortium, unless the latter's
organisation and methods of procedure
under a comprehensive agreement between
the Powers concerned. Unless its duties
and responsibilities are definitely laid
down, the financial consortium would
follow the line of least resistance as in the
past to the ultimate detriment of China.

CROWN PRINCE OF RUMANIA.

CAIRO, May 24th.
The Crown Prince of Rumania has sailed
for Japan.

AMERICAN INVASION.

NEW YORK, May 24th.
Ten thousand tourists left to-day for
Europe on eight liners.

AMERICAN MINERS.

WASHINGTON, May 24th.
President Wilson has warned the
anthracite mine-owners that miners must
not strike at present if wage negotiations
fail, as he will appoint a commission to
settle the dispute.

COMPANY REPORT.

"STAR" FERRY COMPANY, LIMITED.

The report for presentation at the twenty-second ordinary annual meet-
ing on June 2, reads:—

The Directors have the pleasure to submit to Shareholders their report,
with a statement of accounts, for the year ended April 30, 1920.

Accounts.—The net earnings of the boats, after paying all working
expenses, amounted to \$122,977.133 as against \$103,507.12 the previous
year.
The amount at credit of Profit and Loss account (after paying for
repairs, allowing for Directors' and Auditor's fees and placing \$10,000 to
credit of Accident Fund) including \$8,241.35 brought forward, is \$115,105.99,
which with the approval of Shareholders, it is proposed to appropriate as
follows:—
To pay a Dividend of \$1.40 per share \$ 56,000.00
To pay a Bonus of 10 cents per share Interest account 4,000.00
To write off Ice House Street Pier 23,000.00
To write off Boats 20,000.00
To carry forward 10,105.99
\$115,105.99

Directors.—Mr. A. O. Lang joined the Board in place of Mr. C. S.
Gubbay resigned.

In accordance with the Articles of Association Hon. Mr. John Johnstone
retires but being eligible offers himself for re-election.

Auditor.—The accounts have been audited by Mr. F. Maitland who
offers himself for re-election.

JOHN JOHNSTONE,
Chairman.

Hongkong, May 17, 1920.

BALANCE SHEET, 30TH APRIL, 1920.

LIABILITIES.	
To Capital as per last account	\$ 400,000.00
40,000 Shares at \$10 each fully paid up	40,000.00
Accident fund	66,665.00
Share Fluctuation account, as per last account	3,457.50
Share depreciation of Shares	29,112.91
Unclaimed dividends	3,457.50
Accounts payable	29,112.91
Balance of Profit and Loss	
Brought forward from 30th April 1919	\$ 8,241.35
Net profit for year ended 30th April 1920	106,864.64
	\$ 653,341.40

ASSETS.	
By Ice House Street Pier, as per last account	\$ 93,000.00
Less written off	13,000.00
	80,000.00
Boats, as per last account	\$ 58,000.00
Less written off	18,000.00
	40,000.00
Accounts receivable	2,904.98
Hongkong and Shanghai Banking Corporation	42,435.42
Investments	
On Loan	65,000.00
On Fixed Deposit	100,000.00
On Mortgage	250,000.00
Shares in Public Companies	
Value on April 30, 1920	63,000.00
	\$ 653,341.40

PROFIT AND LOSS ACCOUNT.

FOR YEAR ENDED 30TH APRIL 1920.	
To Ordinary repairs and alterations	\$ 28,965.86
Accident fund. Transfer	10,000.00
Directors' and Auditor's fees	1,300.00
Net profit for year ended 30th April 1920	106,864.64
	\$ 147,130.50
By Net earnings of boats	\$ 122,977.13
Dividends collected on shares in Public Companies	6,135.93
Interest	17,489.34
Scrip fees	174.00
Unclaimed dividends	353.10
	\$ 147,130.50

ACCIDENT FUND.

To Balance forward	\$ 40,000.00
	\$ 40,000.00
By Balance from last account	\$ 30,000.00
Transfer from Profit and Loss account	10,000.00
	\$ 40,000.00

JOHN JOHNSTONE, } Directors.
A. O. LANG, }

W. S. BROWN,
Secretary.

Hongkong, 11th May, 1920.

RACE PREJUDICE, OR LIVER?

An Indian, much exhausted by the
heat of the sun, at noon yesterday,
repaired to a Chinese tea house for
some refreshment. He occupied the
only one unengaged table. A few
minutes later, a Chinese entered, and
occupied a seat opposite the Indian
at the same table. The latter resented
this, and abused the Chinese who
returned his abuse with interest. Heat-
ed words soon led to a fight, in the
course of which the table was upset,
and a lemonade bottle broken. The
shop people called in the Police, and
gave the Indian, who was the aggres-
sor, in charge. This morning he
was charged before Mr. N. L. Smith
with disorderly conduct, and breaking
a lemonade bottle. The Magistrate,
after he had heard the evidence,
bound the defendant over to keep
the peace for six months in the sum
of \$50.

WEDDING.

JAMESON-HINDMARSH.

The marriage took place at St.
John's Cathedral yesterday afternoon
of Dr. A. Barrett Jameson, M.Sc., M.
B., Ch.B., son of Mr. and Mrs. Frank
Jameson, of Pakuranga, Auckland,
New Zealand, at present practising at
Shameen, and Miss Olive Hindmarsh,
daughter of the late Mr. T. A.
Hindmarsh, of Geringford, New
South Wales, and Mrs. Hindmarsh,
of Strathfield, Sydney, Australia.
The Rev. Mr. Copley Moyle
officiated, and Mr. Denman Fuller
was at the organ.
The bride was given away by her
mother, and was attended by her
sister, Miss Maude Hindmarsh, as
bridesmaid. Mr. Shrubsole performed
the duties of best man.
A reception was afterwards held
at Repulse Bay Hotel.

Take a "WALLA-WALLA" BOAT
to your ship. Phone No. 3516.

BUSINESS NOTICES

J. T. SHAW

— SPECIALIST IN HEADWEAR —

— SUN HATS —

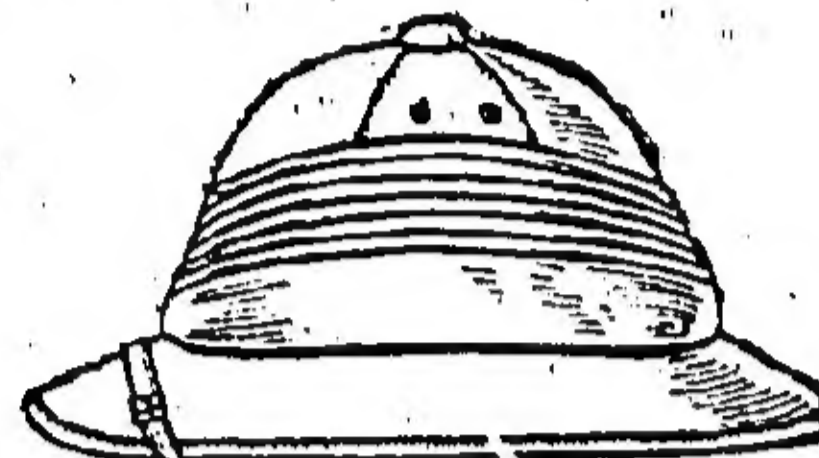
— MADE BY —

ELLWOOD, HAWKE AND TRESS.

PRICES

\$6.50

UP.



PRICES

\$6.50

UP.

— GUARANTEED —

RAINPROOF AND SUNPROOF

J. T. SHAW

— TEL. 631 —

TAILOR and OUTFITTER

NEXT DOOR HONGKONG HOTEL

J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

FAIRALL & CO.

GREAT SALE

WINTER COSTUMES from \$10.00
LONG COATS from - - \$12.50

TEL. 644.

TEL. 644.

PHOTO SUPPLIES.

Cameras, Printing,
Camera Supplies, Developing,
Printing Paper, Enlarging,
Blank Photo Cards, Natural Colouring.

THE KWONG KWUI COMPANY

60, Queen's Road Central.
Telephone No. 2176.

CALDBECK'S

MANHATTAN

VERMOUTH
GIN

COCKTAIL

CALDBECK, MACGREGOR & CO., LD.

15, QUEEN'S ROAD, CENTRAL.

HANDLEY PAGE
MULTIPLE ENGINE BIPLANES
HANDLEY PAGE LTD.
Ortlewood, London, N.W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Sub-Agents for Hongkong and South China

W. R. LOXLEY & CO.,

Hongkong.

南洋香烟
氣味清香
華人製造
天下無雙
凡我同胞
吸者請看
慎記國貨
仰其提倡
總發行所
香港德輔
道中四百
六十五號

GIN.

Sir R. Burnett & Co's Fine
Old Tom and Fine Unsweetened.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

TEL. 616.

Wm. Powell Ltd
TELEPHONE 346

SEE WINDOWS
FOR
NEW RANGES
OF

FURNISHING FRABICS

CHARMING, DESIGNS in
EXQUISITE COLOURINGS.

CRETONNES, CHINTZES,
TAFFETAS, SHADOW CLOTHS etc.,

MEASUREMENTS TAKEN FOR CURTAINS AND
LOOSE COVERS AND ESTIMATES GIVEN
FREE.

ACKNOWLEDGMENT.

Mrs. Robert A. de Carvalho, Mr. and Mrs. E. A. de Carvalho and Dr. and Mrs. Arthur de Carvalho beg to tender their heartfelt thanks to those who so kindly sent wreaths and condolences in their recent sad bereavement, also to those who attended the funeral.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, MAY 25, 1920.

BISHOP NORRIS ON EMPIRE.

Having raised objection to certain things in the Catholic bishop's Empire Day address, and promised in a footnote yesterday to analyse the speech of the Protestant bishop, we now enter upon the task with a certain feeling of boredom. Says a friend in the office: "They were only talking to children. Why bother?" That's the mischief of it. It irks that anything should be deemed good enough for children. It irks that bishops should habitually have the ear of the confiding for their baldness. It irks that bishops should still be bishops. Children can ask questions that bishops cannot answer. Here is a story to prove it.

A bishop was addressing a large assembly of Sunday-school children, and wound up by asking in a very paternal and condescending way:

"And now, is there any little boy or any little girl who would like to ask me a question?"

After a pause, he repeated the question in the same fashion, whereupon a little shrill voice cried out:

"Please, sir, why did the angels walk up and down Jacob's ladder when they had wings?"

"Oh! ah! I see," said the bishop. "And now, is there any little boy or any little girl who would like to answer Mary's question?"

Bishop Norris did not invite those at the Empire Day children's service at the Cathedral, to ask questions, so we must ask some uninvited.

Does he mean, seriously, that God "made the path," the sea, especially in order that the British Empire should be made? Does not that sound very like humbug? Could a common burglar, with similar logic, not argue that God

made dark, moonless nights—and that therefore burglaries must be God's will? God made the *orange* lust of Malaya a race of water goers. He made the sea for their *prahu*s, but it was not God's will that they should become the wicked pirates they became. The answer to the question, "Why is the British Empire?" is nothing so sanctimoniously Heapsish. Topsy in "Uncle Tom's Cabin" could answer it more justly, by "speaking it growed." It did grow, like most other things in this world. There was no conscious design in it, even on the part of the gallant men who started it. It came, bit by bit, as a result of their desire for gain and their love of adventure. That it should substitute good government for bad, where and when that happens, must undoubtedly be pleasing to God; but we rather shrink from allusions, in that light, to the origin and history of Hongkong, of all places. Even the Chinese may now admit that Hongkong is a better place to live in than Canton, but at the start the Cantonese must have been more pleasing to God than the swashbucklers who came here first, on the sea path that God made. Is it not irrelevant to state that God planned the British Empire? Is it, at least, a compliment to God, to make Him responsible, not only for the good features of the British empire, but for the bad also?

His talk of discipline was nauseating. To excuse all that the British empire has done on the ground that the nations require discipline would be horrible. He seemed conscious of it when referring to Ireland, and as hastily dropping the reference. It was that which reminded us of the Jacob's ladder story. The Germans are better at discipline than we are. They are more thorough. You cannot, this Bishop would agree, be too thorough in well doing. Yet who dares suggest that German discipline is pleasing to God? The Hereros in Africa were an "inferior" race, "backward," not grown up, on the reasoning of this bishop, but we cannot believe that it was God's plan for them to get what the brutal Germans gave them. If we did believe it, we should at once cease to worship Him. The Irish are getting "discipline" in increasing quantities. Bishop Norris may approve. We don't. If he dares to tell us that God approves—but, as he said himself, "He was not speaking on that subject that morning." Then why mention it? Can any other little boy or girl tell us why the winged angels walked up and down a ladder? Quite so.

Wasn't it just exactly like a bishop, so very, very characteristic, to tell us that we should honour even a Chinese beggar, but not give him money? Though giving does not always mean honour, we have heard of "fire insurance" honour, and giving, and worshiping must involve giving, and giving of our utmost, to man or to God. Any other kind of honour is cunt.

This bishop's address was saturated with the old chauvinistic delusion of the "chosen people," which encouraged scorn and hatred of Gentiles, and against which Jesus definitely argued. God is not a Nationalist. In His eyes all men, white and black, are alike—and probably very microscopic at that. The Germans had their own God, the Jews their Yahveh, and we know the delusion they laboured under. Is it right to suggest to children on Empire Day that there is a British God, who designed the British empire, and made a sea path especially for it? We think it is not right. We think it is mischievous and wrong. Accordingly we have said so, and we will answer personally to God for it. In fact, as Bishop Norris may be the first to admit, it was God who told us to write this.

Correction is grievous only unto him that forsaketh the way. (Prov. XV, 10).

ADVERSARIA.

Our note about the non-legal necessity for a "dead name" in changing one's name has brought the Adversarian a letter from a man personally interested in the subject in another way. He trusts we will "excuse the liberty of asking the Adversarian for further advice. That is quite wrong. It is no "liberty." This is what the Adversarian is for. His second mistake is to offer in return for further information a donation to our charity we mention. We do not want to discourage donations to charity; but we want to be helpful without any terms whatever. The *China Mail* is the People's Paper, and always at the service of the people, standing on no ceremony and asking for no rewards.

When he was a small boy of five his mother married again, and he has ever since been known by the surname of his stepfather. This gives us the case of a man with two names, both perfectly legal. His real name is, and should have been all along, the surname of his own father; but if he has been known all these years by his stepfather's name, usage has made that quite legal for him too. There might be awkwardness, in fact, in connection with property, etc., or in matters calling for proof of identity, such as birth certificates, if he wished to change back. His present problem is whether it would be lawful for him to get married in his present name—the name he has borne since five years of age. The answer is, yes, certainly. There is no need for him to take any steps to revert to the name he bore as an infant. His marriage will be quite lawful. Wrong names are often given in marriage, without invalidating the marriage; but in this case he would be giving his right name—the name he is known by, and the name under which his years of service have been recorded.

Magistrate Hutchison is not on the bench to administer justice on an eye for an eye or a tooth for a tooth. But neither is he there to assess values that must appear absurd to everybody. How he would price a tooth we do not know, but his notion of the value of an eye suggests that he would be cheaper than a dentist. As the report printed yesterday shows, he regards one dollar as sufficient compensation for the loss of an eye—not his own eye, naturally, but the eye of a Chinese boy. What makes the case the more extraordinary is that he is reported to have expressed his belief that the man who threw the rivet at the boy did so purposely—but in a moment of temper. However, it may be that he did not believe the boy's story that his eye was now blind. But should this not have been tested?

Perhaps it may console history you to know that you are not the first to suffer. Read this: "May confusion fall upon these petitioners who connive with our profiteers! You help me and I will help you, is what they say to each other in effect. And poor people suffer while they revel in abundance. In the old days living was cheap. . . . One could buy more bread than for a penny than two men could eat, and the amount you get nowadays for the same price is no bigger than a bull's eye. And everything is going from bad to worse. If we had any blood in our veins they would not have it all their own way. But we are to blame ourselves; we are lions in private—and lambs in public!"

That is not an extract from the *Labour Leader*; it was written 1500 years ago by Petronius Arbiter, a Roman gentleman who lived in the time of Nero—at least it is to him that the Satires (from which the above is freely translated) are attributed.

We would give some good cigars to the man who would tell us just exactly how many roubles Winston Churchill has, who subsidized the Polish invasion of Russia; who are magnifying its success in order to stop the opening of trade relations with Soviet Russia; and who are foolish enough to believe that the Russian scheme of Socialism can succeed. They do believe it can succeed, or they wouldn't show so much fear of it. If it can succeed, it ought to be allowed to. A crowd of honest people saw a few footpads attacking a man and robbing him. The footpads explained that the man was a Bolshevik, whose views might impress our own people. The crowd applauded. That is a fair parable of this particular line of politics at home just now, except that we have forgotten to mention that one or two in the crowd expect to share the loot with the footpads.

Perhaps this one A MUDDIED will be as new to you as it was to us. Angry shouts rent the air. Shrieks of "Foul!" "Referee!" and "Kick him off the field!" mingled in one fierce denunciation. The referee waited till things had calmed down; then he ordered a member of the visiting team, named Giles, of the field for deliberate fouling. As Giles walked towards the pavilion, the captain of the home team at once called to one of his men to go with him. "What for?" demanded the referee. "Although the other side will be one man short, you can still play your full eleven." But the home skipper was determined. "We've played this lot before," he said firmly. "And if you think we are going to leave one of our men alone in the dressing-room with our watches and money, you're jolly well mistaken!"

In a foregoing paragraph, entitled "His- torical Copy Copies," we show that what the Adversarian has been before. Here's another to the same effect. The Adversarian is communistic. So were the early Christians. If you read on from the 22nd verse of the 4th chapter of the Acts of the Apostles (and it really is worth while reading, better than newspaper leaders, or police court reports) you will learn things you did not know or have forgotten. Filled with the Holy Ghost (compare Bolsheviks full of hysteria) they pooled all their property, entrusting it to the disciples (the Lenins and Trotskis) for distribution. None lacked, because "distribution was made unto every man according as he had need." (They had no Poles or Allies to bother them). One man, a chap called Ananias, did not play the game. He kept back something, and lied, and died. (Acts V, 1-5). That, although mysterious and supernatural, corresponds to Bolshevik "compulsion." In Tertullian's time, these communistic Christians were talked about exactly as the Bolsheviks are now. They were described as "enemies of the gods, of the emperors, of the laws, of morals (note that) and of all nature." They were even accused of belittling marriage! One Libanius accused them of commanding property. Gibbon has an ironic note on their backsliding. "We expect the Bolsheviks will backslide, if they have not already started. The apostles, probably finding that the pooling of all the property made the movement unpopular, got down to a percentage. . . . (Consider) . . . titles." There is nothing predatory class hates more than an attack on property. Bolsheviks look like that, because the panjandrums have forgotten the lesson of Acts. "They have put up a board. 'Trespassers will be persecuted,' and are doing their best. We do not admire the trespassers. We do not admire these people who are afraid of them. We simply point out the position as we see it."

In addition to learning the deaf and dumb alphabet, a Chinese Mail reporter has taken other precautions. "Outside a tailor's office he spoke to a policeman. He said: 'I have posted my will to my people at home. I have my pockets filled with condensed food. I have a ball of string here, one end of which I will tie to the pillar here. I will pay out the string as I go.' But in addition, if you should not have gone home on pension, I'd like you to 'What's the game?' demanded the officer. 'Are you crazy?' 'No,' said the reporter, 'but I'm going in here to ask for certain information for the *China Mail*. The officer smiled, and stepped back. 'I'll leave word for my 27th successor on the beat, he said, 'to enquire for you.' Thanks," said the reporter, and bravely entered the building. CHOR.—Your letter, not being authenticated, according to rule, has gone to the bin. W.P.B.—Two NAMES.—Sorry to mislead you about answer being in yesterday's paper. It was crowded out and appears to-day.—SAY FAT FRIENDS.—Short measure and poor quality of recent adversaria was due to holiday fever, and too much concan.

It is reported to us, by this several readers, that TRICE? Mr. P. Lauder, of the Union Insurance Company's office, has issued an order to his staff not to associate with Portuguese or Eurasians, or to frequent clubs where they are to be found. We offer Mr. Lauder the hospitality of our columns to explain, as his action is being freely and bitterly commented upon. What does Mr. Lauder mean by it?

LOCAL AND GENERAL.
Today's dollar is worth 4s. 4d.
The warships in harbour were dressed to-day—the birthday of H. M. Queen Mary, who was born in 1857.

The Hongkong Gymkhana Club is holding an extra meeting at Happy Valley on Saturday, June 12. The fourth gymkhana will be held early in October.

Consignees are reminded that all goods ex S.S. "West Caddoa," Pacific Mail Steamship Company, remaining undelivered after May 27th will be subject to rent.

Mr. W. A. Crowdon, Ward-master of the Naval Hospital here, has been appointed to Haul Bowline Hospital, Ireland. He will be relieved by Mr. Beale who comes out from Ireland.

The Blue Funnel freighter "Eurydamus" of the Ocean S. S. Co.'s fleet, 4,995 gross tons, Messrs. Butterfield and Swire Agents, clears to-day for New York direct via the Panama Canal.

In the inter-varsity Billiard match between Oxford and Cambridge, the team which represented the latter included two Chinese players, S. C. Wu and W. L. Wei. Both have recently been awarded the Billiard "Half Blue."

Two European seamen, George Paderon and Kurt Skorski, were last night arrested by the Wanchai Police for being drunk and incapable, and allowed out on bail of \$5 each. They failed to appear before Mr. R. O. Hutchison this morning, and their bail was ordered to be estreated.

The staff of the Harbour Office has presented Captain Basil Taylor, R.N., Harbour Master, who shortly retires on pension, with a large silver cigarette and cigar box, suitably inscribed. To Mrs. Taylor they gave a blackwood tray inlaid with silver. The presentations were made by Mr. Russell, Government Marine Surveyor.

Acting on information received, a detective went to the Yuen On wharf last night, and there searched a Chinese. Tied round his waist, were found 42 tins each containing half a pound of prepared non-Government opium. He was taken into custody, and this morning charged before Mr. R. O. Hutchison with the unlawful possession of 21 tins of opium. He pleaded "Guilty" and was ordered to pay a fine of \$1,000, or in default, six months' hard labour.

For the theft of 30 cabbies of sugar sweepings, a Chinese godown keeper employed by the China Provident Loan and Mortgage Company, was this morning sentenced by Mr. R. O. Hutchison to three weeks' hard labour. It was stated in evidence, that the defendant had strict orders that nothing should be allowed to leave the godown without a written order. The defendant took advantage of the absence of the Europeans during the "lull" hour yesterday to smuggle the sugar out of the godown. He was detected by an Indian watchman and arrested.

A Chinese was at 1 a.m., seen by an Indian constable walking in Spring Garden Lane with a parcel in his hand. Suspecting him, the Indian examined the contents of the parcel and discovered 18 tins of raw opium and 28 tins of opium cross. He removed him to the No. 2 Police Station. This morning Sergeant Kelly charged the man before Mr. R. O. Hutchison, at the Magistracy, with the unlawful possession of the drug. The defendant said the stuff was brought from the country by a friend who gave it to him as a present. A fine of \$10, or two weeks' hard labour was passed.

THE FRUIT SEASON.
BOWEL complaint is sure to be prevalent during the fruit season. Be sure to keep a bottle of Chamberlain's Colic and Diarrhoea Remedy at hand. It may save a life. For sale by all Chemists and Grocers.

CASUAL NOTES.

[By "THE TRAMP."]

The big increase in the number of motor cars and motor cycles has naturally brought the Police new problems to confront in the way of traffic regulation. They are now seeking to introduce uniformity in the matter of numbering of cars and cycles and for that purpose have commenced the issue of embossed number plates. The excuse for the move is that many of the plates now in use are either badly painted or not shown in sufficient relief. Some of these distinguishing plates are very artistic, but the Police contend that when art and legibility conflict, the latter feature is the most desirable, from their point of view at any rate. Some time ago the Police Reserve initiated a campaign against defaulting rear lights. It was unpopular because numerous chauffeurs found themselves in the Magisterial hall as the lights at the back of their vehicles had blown out or were too weak to illuminate their number plate. The Reservists in those days used to chase motorists on ponies. No one can grumble at the police endeavouring to make it possible for them to find the number of a car in case of accidents which are fairly frequent. The practice of knocking someone down and then driving off is, perhaps, not so common here as in other places, but there have doubtless been instances of this. Naturally in such cases no matter what kind of place was carried it would make no difference. "What the eye don't see, etc."

Motor driving in this city is by no means an easy matter. The Chinese as a general rule have no idea what to do and when a car is close to them they commence the too often fatal dodging from one side of the road to the other. There again there is that peculiarity of dashing from beneath a verandah right across the road without looking for what is coming along. The unfortunate driver in some streets needs a dozen pair of eyes to keep his licence clean. The other class, mostly youngsters, delight in taking no notice at all and sending the car across to the wrong side of the road.

Empire Day has come and gone. Hongkong's display was not lavish. The decorations were confined to about a couple of ships which brought their flags out to air. Why is it that these things always fall flat here? No one seems to take any interest in them at all, except perhaps the school children. Empire Day is a day for all. It should be a reminder of the responsibilities of our country and Empire. Unfortunately in Hongkong most of us are too busy hunting the dollar or the golf ball. It's rather a pity, but nevertheless, it's true.

What will Hongkong do if the Prince of Wales "drops in." We are a long way from Home here and it is not often that we have the pleasure of welcoming any member of our Royal House. H.R.H. seems to make himself very popular where-ever he goes and has gathered in many new titles as an Indian chief and the "modern knight of chivalry." If he should come out here it will be a splendid chance for our orators of again recounting the history of the Colony's war effort, of the brilliant Our Days and the discussion as to where the War Memorial should be placed. That last is rather a sorry chapter. Apart from that, however, there is no doubt that a visit by the Prince would do the place a lot of good. It would "back our ideas up" a bit. We talk of the Empire—but almost forget we belong to it. Take for instance the Empire Day display—but perhaps after all, it's as well that we should let it rest.

The action of the Government in taking some measure of control over the Electric Company has been received with considerable satisfaction. The Electric Company is a public utility company, and it is only right that Government should be able to put its hand down firmly in the matter of the price of the electricity they supply. Householders are chiefly interested in speculation as to the cost of "juice" when the new scheme comes into operation, as apparently the excess after allowing for a reasonable profit is to be devoted towards cheapening the price of current. The fact that the company has been offered a monopoly for the supply of electricity to the south side of the island is again an indication that it is in that direction that we must look for development in housing in the future, especially as it will be brought into closer communication when the road through Wanchai Gap is completed.

"Men may come and men may go, but jazz goes on for ever." Sorry to perpetrate that, but it couldn't be helped after reading that people were dancing on Saturday night. Not to

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are not just to disorders of the bowels and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Grocers.

CORRESPONDENCE.

[To the Editor of the China Mail.]

No. 77 The Peak.
SIR—I shall be very grateful if, through the medium of your hospitable columns, you will allow me to thank those people who have so kindly sent me books, magazines, and papers for the use of the Light-keepers of the Harbour Department, and to say how glad I shall be if these contributions may continue after my husband and I leave for home. More than ten years ago, a small circulating library was started for the use of these devoted men, whose work does so much to ensure the safety of the ships of this port. Isolated in groups of two or three Europeans with a staff of Chinese subordinates, these highly trained Trinity House men would find their spare time dull and monotonous indeed without plenty to read. Before the war, several hundred volumes (including serious books as well as novels) had been collected at the Harbour Office, and a regular supply of periodicals and books was sent out on the fortnightly relief of the lighthouse. During the war these books were sent to Vladivostok and other places for the use of the fighting forces, and the periodicals went the same way and quite properly too. The library has now, however, been modestly restarted, and Mr. McIver of the Harbour Department will be glad to receive any books or periodicals for this purpose at the Harbour Office. The Sailor's Home has also the use of this library. Any surplus, if such occurred, would be sent to any ship of the Mercantile Marine or of the Navy which needed reading matter.

I wish to thank for many generous contributions in the past the Hon. H. E. and Mrs. Follock, Mr. and Mrs. Hartnell Beavis, Mr. and Mrs. Laurence Lee, Mrs. George Hogg, Mr. and Mrs. John W. Taylor, Mr. and Mrs. Jan Elias, and many others, some of whom have now left the Colony. May I include in these thanks you, Sir, for giving publicity to this letter?—Yours &c.

(Sd.) HARRIET O TAYLOR.
Hongkong, May 26, 1920.

CIVIL SERVICE SALARIES.

IMPORTS AND EXPORTS.

The revised salaries for the Imports and Exports Department are as follows:—
Supervisor and Accountant, £400 to £550 by £10 annually. Old rate, £360 to £450 by £20 every three years.
Chief Preventive Officer, £400 to £500 by £25 annually. Old rate, £300 to £390 by £20 every two years.
Revenue Officers, £320 to £360 by £10 annually. Old rate £240 to £270 by £15 every three years. In future there will be two instead of one class of Revenue Officers. The first class, comprising the officers already in the Service will draw the £320 to £360 and the second class consisting of new Officers who may join the Service will draw £220 to £300 by £10 annually.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon. Mr. G. R. Sayer presided and those present were Mr. Col. Humphrey, Mr. Chow Shou-sun, Dr. W. W. Pearce, Mr. Mr. E. R. Hallifax, Dr. Ozorio and Mr. C. M. W. Reynolds (Secretary). Mr. Inspector A. Floyd was authorised to enter premises and inspect and seize unwholesome food.

Among the business relating to water closets etc., was an objection by Shamshing resident to a proposed latrine. It was decided to adhere to the proposed site. On an application for permission to erect five water closets at a house to be erected on 11, 2066 R.P., at Happy Valley near Wong Nei-choing village, the Director of Public Works pointed out that there were no suitable sewers. Dr. Ozorio said the same minute was made about the Sikh Temple application. He did not see why people should be penalised for the fault of the P.W.D. It was to the latter to have proper sewers. He moved that the application be granted. There was no second, and the Chairman's recommendation that the application be refused for the present was adopted. An application for permission to use the basement of St. John's Cathedral Church Hall as a kitchen was granted.

be able to dance nowadays is almost as bad as being broke. A cynic might remark that the site of Repulse Bay Hotel was chosen because there was a breeze to cool people who, already heated almost to melting point, persisted in trying to make themselves hotter by dancing. There will be a sensation one day when a heated jazz suddenly discards his boiled shirt and makes madly for the sea. Still, people seem to be enjoying themselves, so why pour cold water on them?

ALSKAN EXPERIENCES.

Mr. C. T. Surridge who arrived in the Colony as a passenger on the "China" last week, to join the Hongkong office of the China Mail S.S. Co. Ltd., in the capacity of Chief Clerk has had many unique experiences especially in shipping circles. For the past fourteen years he has been stationed in Alaska as the representative of the American Yukon Navigation Company, in which capacity he was also agent for the Alaska S.S. Co. Mr. Surridge was connected with Alaska shipping up to the time that he joined the service of the China Mail S.S. Company.

Mr. Surridge on being interviewed by a China Mail representative this morning, gave a very entertaining dissertation on Alaska, particularly shipping there, and his experiences in Alaska and other parts of the world would fill the pages of a very large volume. He said one feature of Alaska shipping, entirely different from any other part of the world, is that all business must be done in the five months of open navigation. In the other seven months the country and the rivers are frozen and all transportation is at a standstill, other than what must be moved at high cost by means of dog teams. In certain localities they are able to use horses and motor lorries, but that is the case only in a small portion of the country. The most thickly populated districts are in the vicinity of Dawson and Fairbanks. The freight teams generally work over a 450 mile haul. The freight handled in the winter is only export freight, only goods which can stand the payment of a high tariff being handled, as the general cost of that form of transportation ranges from \$1 to \$1.50 per pound. This applies only in the interior of Alaska, not the coast.

Water transportation opens in the interior on about May 12. This is known as "over the ice shipments." The freight leaves Seattle on ocean steamer, arrives at Skagway, Alaska, and is transferred there to the White Pass and Yukon Railroad for transportation to the end of the line, the terminal city being White Horse, Yukon territory. From there it must be hauled by caterpillars, sleds, or motor lorries, over the frozen Lake Lebarge. At this time of the year there is at least seven feet of ice in the lake that is beginning to disintegrate, becoming soft to tread upon. At the foot of the lake there are generally three or four small steamers with barges which they tow, waiting for the arrival of the early freight and passengers, upon receipt of which they leave immediately behind "the run of the ice," in the Yukon River for Dawson and all points south.

This freight generally consists of all perishable goods, food supplies, vegetables, eggs, and other luxuries which the people have been deprived of all during the winter and which they eagerly wait for when the opening of the water transportation gives them an opportunity of getting them. In this class of rush freight is also included mining machinery, which is urgently needed by operators who must have it early in the season in order that it may be available for the early Spring work, when the first clean up of gold for the season occurs.

The river boats generally leave the lower lake about May 18 or 20. The next through transportation leaves White Horse directly after the ice on Lake Lebarge has gone out, which is generally about June 5 to 10. From that time on through transportation is in operation until about October 5 or 6 when all said streams start to throw ice, filling the main river to such an extent that it very soon becomes impossible for steamboats to operate in these waters. After the ice has run in the river for a period of seven to ten days, jams form and where the jams hold the river quickly freezes over. Once this has occurred the ice very seldom breaks for the next seven months. The ice forms rapidly and by November 1st there is probably three or four feet of ice on all the rivers and lakes, which gradually increases, according to the locality, to about ten feet in thickness.

In the early Spring and Summer, the water conditions on the river are very good. On account of the amount of snow and ice in the mountains melting and the large quantities of water thrown by the side streams the main river is very high. As the Indian summer advances this snow and ice gradually disappears and the main river falls, often making a sudden drop of 12 to 25 feet in height.

During the period of high water there is often considerable difficulty in defining the channel of the river, therefore steamboats frequently strike sand bars on which they may stay for a period of hours or days. This feature makes it impossible to maintain a regular traffic schedule. This same trouble is also prevalent during low water periods and is of much more serious character then because of the lowness of the river when the current in the channel is so much swifter. Often when a vessel or barge strikes a sand bar, particularly when going down stream, it has been known to tear out its stern post besides breaking all towing gear.

The principal gateway into the North country from a freight standpoint is St. Michaels, Alaska, 100 miles south of Nome. Into this

harbour ocean steamers enter and anchor at a distance of five miles from the shore and discharge their cargo into the barges which come alongside to receive it. As the weather conditions in this locality are very bad, the steamer often lays for from ten to twelve days before being able to unload and in some cases has to heave up anchor and stand out to sea, returning again when possible. After the barges have received their loads they are taken to St. Michaels and there re-load the freight into waiting river barges, which are taken in tow by the river towing steamers, to the mouth of the Yukon River, a distance of 80 miles. This trip in the open sea is one of the big drawbacks of transportation in the North country, as the boats only operate when the weather conditions permit and are often storm bound in St. Michaels for a week or more. After entering the river the towing steamers proceed with the barges to the main distributing points such as Holy Cross, Alaska, a distance of 500 miles, Tanana, Alaska, a distance of 1,000 miles, Fairbanks, a distance of 1,100 miles and Dawson City, B. C., a distance of 1,600 miles. There are numerous stations between these points of more or less importance. The average large river boat will carry from 75 to 100 first class passengers and a like number of deck passengers, all freight being carried in the barges. A peculiarity of this towing is that the steamer tows the barges on her head, or more correctly it should be said that she pushes them ahead of her. One reason for this is that most of the steamers are shallow draft stern wheelers, and another is the difficulty which would be experienced in towing in salt water style through the tortuous channels. In some cases the towing lines are passed up to posts almost to the height of the funnel. The average big steamer will push a cluster of five or six barges each containing four to five hundred tons of freight with rapidity and ease.

Mr. Surridge stated that he was last in Hongkong sixteen years ago and he remembers that the old steamship "Victoria" used to be in the Grand Trans-Pacific service for the old Hill lines which operated the "Victoria," the "Tacoma," "Shawmut," and "Tremont" and later the "leviathans" "Minnesota" and "Dakota." The "Victoria" is now one of the leading steamers in the Alaskan trade. She has had an upper deck added to her and now carries 450 first class passengers and about 200 in the steerage. She is the fastest ship of the run. Under favourable conditions she leaves Nome for Seattle direct making a journey in eight days. There are two gateways to the interior of Alaska, one via Nome and the other via Skagway. The Skagway gateway is preferable from a passenger's standpoint, as after leaving Skagway for Seattle one is in inland waters for a great part of the voyage which affords a certain protection from the elements during the Fall period of the year. The types of passenger vessels also are far superior on the Skagway route to any that operate in Nome, the latter being known as the outside passage. The principal lines operating out of Skagway for Vancouver and Seattle are the Canadian Pacific Railway, The Grand Trunk Pacific, Alaska Steamship Company, and the Pacific Steamship Company (Admiral Line). All of these lines furnish a good service but the most popular is the Canadian Pacific Railway, their boats being faster and more luxuriously appointed than others. During the open season of transportation work goes forward with a rush. Twelve months shipping has to be taken care of in practically a little over five months' open season. The work goes on day and night regardless of holidays, in the endeavour to put all freight through to its destination before the cold closes down. In the last few years, particularly since the war, the transportation business in Alaska has fallen off to less than half what it was previously. This is on account of the extremely high cost of mining operations making it impossible for the average mining operator to work his property at a profit.

Government regulations went into operation allowing a man to retain possession of his property during the war period without doing the usual assessment work which was necessary prior to that time. When this law went into effect the operators whose property was not paying under the new conditions closed their mines down and are for waiting the future to develop cheaper means of operation. During the war period there were very few new discoveries of gold made in the North country, probably due to the fact that all of the younger men, particularly those who were prospectors, left the country and went to the front. Many of them did not return and development must remain at a standstill until new blood enters the North. Agriculturally the country is not well developed. Large areas are suitable for cultivation and the Government is establishing numerous experimental stations and private ranches in the North. In some cases marvellous results are obtained, particularly in vegetables, but they are insufficient to supply more than 25 per cent of the population.

After the close of open navigation all travel in and out of the country, also the carrying of materials, is performed by horse sledges, which

operate over a limited area, and dog teams which cover the rest of the territory. During the past winter, in many points in the interior, the cold reached the extreme of 75 deg. below zero and the average temperature throughout the winter was about 35 deg. below zero. At this temperature the weather is particularly fine and bracing. Indeed, a temperature as low as 50 below is not considered unusual and the work is carried on the same as it would be in a temperate climate at a temperature of 60 deg. above zero. The most uncomfortable weather is what they consider the extremely high temperature of 10 deg. below zero. This they count as bad weather on account of the open water. If a man keeps dry and observes the customs of the country he will not suffer from cold. Should he get wet there is the greatest of danger.

In fact it may be said if your clothes get wet on the trail and you have no means of drying them, you are as good as dead. Open water is often caused by hot springs which continue to boil even in the coldest weather.

Relating one of his personal experiences which at the time created considerable press comment in Alaska, Mr. Surridge said, "In 1911 I stayed in the country a little later than I should have to attend to the delivery of some mining machinery and I missed the last steamer up the river. This forced me to leave for St. Michaels in a small launch. After spending eight to nine days frozen in the ice in the mouth of the river, the ice broke up through the action of a chinook wind which enabled me to reach St. Michaels. From there I was forced to walk to Fairbanks, a distance of 900 miles. This journey for the first seven hundred miles was across country and along the banks of the Yukon River, during which time I was absolutely alone with no definite trails to follow, and in a great many instances the road houses were as far as two days apart. I had to pack my food on my back. This experience seems very much of a hardship to the reader, but as a record, although it created some talk, it was not regarded as anything very heroic in the North where a journey of 500 or 600 miles is considered nothing at all on foot. I left St. Michaels on October 17 and arrived at Fairbanks on November 12, covering the 900 miles in about twenty-five days. On the trail I

"Siwashed" to keep from freezing, buried one side of me in snow and kept the other towards the fire, when thawed out on one side turning over to repeat the operation on the other. At times I was forced to get up and walk about to keep from freezing. On my arrival at Fairbanks I spent a few weeks there on business and then took the regular Star Route mail stage to the head of the Copper River-North Western Railroad, a distance of 400 miles. After travelling 100 miles by rail I arrived at Cordova, Alaska, from where I took a steamer for Seattle. Upon my arrival here I felt the heat very much but am gradually becoming used to it.

Mr. Surridge is a former commissioned officer of the American Navy. After leaving the service he was with the Pacific Mail S.S. Company on the old "Fau." He showed his interviewer a small gold cigarette case which he says cost him about \$8,000, the story of it being that he purchased and prospected a gold mining claim, the High Bench Hunter Creek Rampart, where he sank about \$8,000 in prospecting in the endeavour to strike the lower pay streak of gold, and in two years he only obtained sufficient for the manufacture of the cigarette case which he now carries.

TO-DAYS.
ADVERTISEMENTS.

NOTICE.

MRS. and MISS GURNER will be at HOME in H.M.S. "TAMAR" from 4.30 to 6.30 P.M., MONDAY, 21st May, to say good-bye to any friends who care to come.

NOTICE.

CHIEF PETTY OFFICER EDWIN J. HARRIS, H.M.S. "TAMAR," who has been the recipient of numerous presents on his recent promotion, desires to heartily thank the donors.

LOST.

LOST—LEATHER ATTACHE CASE at Repulse Bay, on Monday afternoon, containing silver-mounted Mirror—initials engraved "M.Z.C."—silver Powder Box, Bathing Kit and various other articles. Will finder kindly return to Mrs. CONNOR, No. 1 Basilea Terrace, Lytleton Road, Hongkong. Suitable reward.

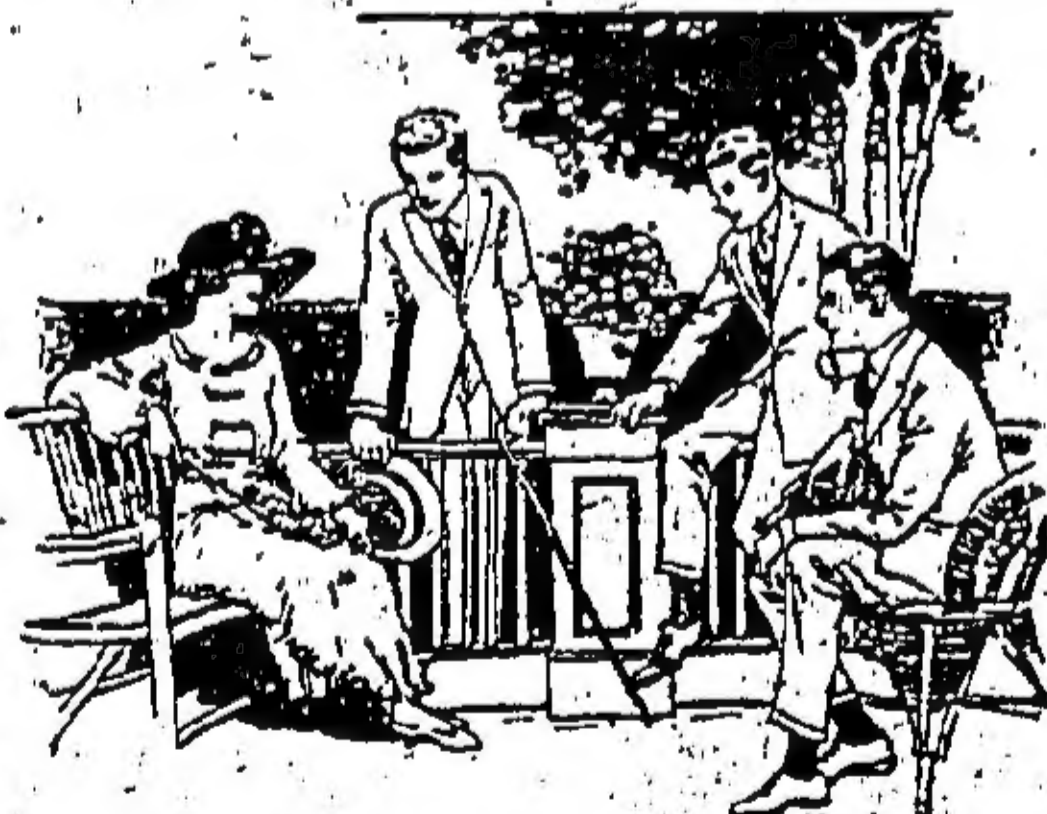
Hongkong Hotel,
26 May, 1920.

Dear Sir,

We take pleasure in informing you that we have at the Hongkong Jockey Club Stables, 3 thoroughbreds from Australia awaiting Transshipment 27th inst. to Shanghai as types for an Australian Griffin order.

Should you be interested our Mr. Kelley will be pleased to show them to you to-day.

Yours faithfully,

JONES & KELLEY,
per R. B. Kelley.

KEEP-KOOL

SUMMER SUITS FOR MEN.

KEEPING cool is not only a condition of body, but also a state of mind. If you know you look cool, you'll feel cool.

"KEEP-KOOL" Summer Suits are cut with the character and tailored with substantiality of much heavier materials.

CALL AND INSPECT THEM AT

MACKINTOSH

2 CO., LTD.

MEN'S WEAR SPECIALISTS.

16, Des Voeux Road. Telephone 29.

TO-DAYS
ADVERTISEMENTS.

NOTICE.

THE Management of the "China Mail" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "China Mail" unchanged.

Hongkong, May 17, 1920.

TO SECRETARIES OF CLUBS
AND OTHER INSTITUTIONS.

As from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the "China Mail" will be charged for at the rate of \$1 each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17, 1920.

PUBLIC AUCTIONS.

THE Underigned have received instructions from CAPTAIN BAILEY TAYLOR, R.N., to sell by Public Auction.

ON
MONDAY,

May 31, 1920, at 11.00 a.m., "KENNIS" No. 77, The Peak.

Valuable Household Furniture, &c., &c., therein contained.

On view from Sunday 30th. Catalogues will be issued.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 26, 1920.

(For Account of the Concerned),

ON
TUESDAY,

June 1, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

A Small Consignment of WHITE GOODS, &c., &c., comprising—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Dollies, Table Cloths, Linen Damask Serviettes.

Also, A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.

And Two Pairs Prismatic Binoculars. (All new goods and in small lots.)

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 26, 1920.

(For Account of the Concerned),

ON
TUESDAY,

June 1, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

TEAKWOOD and BLACKWOOD FURNITURE, BRASS and BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c., comprising—

Chamberbed Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Sofa, Bedroom Furniture, comprising Teakwood, Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c. (fumed Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Outfitters, &c., Bath Room Utensils, Electro-Plated Ware, Electric Heating Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also Two Pianos, One Enamelled Bath, Camera, &c., &c., (Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 26, 1920.

"WALLA-WALLA" double-cross the harbour but never double-cross you. Phone No. 2510.

NOTICES.

LANE, CRAWFORD & CO.
FOR SILK SOCKS.

EVERY DAY THERE IS SUNSHINE; JUST ENOUGH TO WARN US THAT SUMMER IS HERE; JUST ENOUGH TO TURN OUR THOUGHTS TO SILK SOCKS; AND THE INCOMPARABLE DELIGHT IN THE KNOWLEDGE THAT THEY ARE COMFY; SOOTHING AND DURABLE TO WEAR: PRICES RANGE FROM \$2.25, \$2.75, \$4.25, \$4.75, PAIR.

COLUMBIA
DANCE RECORDS.

- | | | |
|--------|-----------------------------------|----------------------------------|
| A 2639 | (Hindustani Meow) | Fox Trot Violin & Piano One Step |
| A 2297 | (Indiana Daktown Strutters Ball) | Jazz Band Fox Trot |
| A 2327 | (Beale Street Lily of the Valley) | Princes Orchestra One Step |
| A 5919 | (Broken Doll Biltmore Waltz) | Fox Trot Princes Band |

THE ANDERSON MUSIC CO., LTD.
14, DES VOEUX ROAD. TEL 1322.

ROUND THE ISLAND OF HONGKONG.

BY THE BEST & MOST COMFORTABLE MOTOR CARS

THE SPECIAL REDUCTION PRICES—

HUDSON or CHANDLER, 7—passenger Motor Car \$12.00

OAKLAND, 5—passenger Motor Car \$ 9.00

Phone 2499. BREEZY GARAGE,

161, Des Voeux Road, Central,
(next to Sincere Co., Ltd.)

FANCY
BATHING CAPS

Various Styles at Low Prices.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

TANSAN

What is TANSAN? Why! The famous Japanese Natural Mineral Water.

"THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC.

TANSAN is a DELICIOUS DRINK.

TANSAN is ABSOLUTELY PURE.

TANSAN is an AID TO DIGESTION.

TANSAN does NOT LOWER THE SYSTEM.

TANSAN is a PICK ME UP.

TANSAN has NO EQUAL.

TANSAN is FREE FROM BACTERIA.

If you have never tried TANSAN do so AT ONCE. Taste it alone, mix it with your WHISKY, try it with MILK, and remember you are drinking

"The Choicest of all Choice Waters."

TANSAN

Beware of spurious imitations which are unpalatable and dangerous. See that the label bears the name of

J. OLIPHANT-WILKINSON.

Tansan can be obtained at all 1st Class Hotels in the Far East. Awarded Gold Medal at Anglo-Japanese Exhibition.

SOLE AGENTS—

GANDE, PRICE & COMPANY, Ltd.,
Tel. No. 121.

4, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

FAST SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

FAST SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings.—
To Macao daily at 8 a.m. and 8 p.m. (Sundays at 8 a.m.)
From Macao daily at 8.30 a.m. and 8 p.m. (Sundays at 8 p.m.)

Police permits to leave the Colony are not required.
Further information may be obtained at the COMPANY'S OFFICE, Hotel Mandarins, or from Messrs. TONG, COOK & SON, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
NEW YORK.

S.S. "BOLTON CASTLE"

Sailing on or about 31st May.

LLOYD TRIESTINO

FOR SHANGHAI AND YOKOHAMA

S.S. "PERSIA"

Sailing on or about 30th June.

FOR BRINDISI, VENICE & TRIESTE
Via SINGAPORE, PANAMA AND COLOMBO.

S.S. "AFRICA"

Sailing on or about 2nd June.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL & S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

FOR JAVA.

S.S. "BORNEO MARU"

Sailing on or about 11th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN
PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG.—Monthly direct service via Singapore and Port Said.

HAVER MARIU.....Wednesday, 10th June.

YAMALAYA MARIU.....Middle of July.

BUENOS AIRES.—Rio de Janeiro, Santos, Mauritania, Durban and Cape Town via Singapore.

PANAMA MARIU.....Friday, 28th May.

SEATTLE MARIU.....Wednesday, 10th June.

BOMBAY & COLOMBO.—Regular fortnightly service via Spore.

INDUS MARIU.....Wednesday, 2nd June.

GANGES MARIU.....Middle of June.

SAIGON, BANGKOK & SINGAPORE.—Regular Monthly service.

UNNAN MARIU.....Tuesday, 1st June.

SYDNEY & MELBOURNE.—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUBISHI MARIU.....Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA.—Regular fortnightly service touching at immediate ports in Japan and taking cargo overland points U.S. in connection with Chicago MILWAUKEE & S.P. RAILWAY.

AFRICA MARIU.....Thursday, 27th May.

CHICAGO MARIU (Call Manila).....Saturday, 6th June.

NEW YORK.—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

ALASKA MARIU.....Sunday, 30th May.

JAPAN PORTS.—Moj, Kobe, Yokohama, Yokohama.

MADRAS MARIU (Call Kofe & Yama).....Saturday, 29th May.

KEELUNG via SWATOW & AMOY.—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour.

KALIO MARIU.....Sunday, 30th May.

TAKAO via SWATOW and AMOY.

SOSHU MARIU.....Thursday, 3rd June.

SHISEN MARIU For Takao (direct).....Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S. S. CO. LTD.

For MELBOURNE & SYDNEY, via MANILA, SANDAKAN & QUEENSLAND PORTS

"SWAN PINO".....Sailing on or about June 21st.

"VICTORIA".....Sailing on or about July 2nd.

(Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

113 Connaught Road Central. Agents.

SHIPPING

C. N. O.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI, SINGAPORE, SWATOW & TIENTSIN
SHANGHAI & TIENTSIN
AMOI, SHANGHAI AND PUKOW
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 24.



Operating the following U.S. Shipping Board Steamers:

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CHERRYBLOSSOM".....About June 10th.

"ORION".....About June 22nd.

"WHEATLAND MONTANA".....About July 12th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"MONTAGUE".....About June 15th.

"WABASH".....About June 23rd.

"ABERDEEN".....About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mandarins.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama

S.S. "DRYDEN" Sails about May 28th

S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONES

2477 & 2478.

AGENTS.

5TH FLOOR

HOTEL MANDARINS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE"

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DEPARTURES ABOUT SAILING ABOUT

S.S. WEST HIXON June 15. S.S. WEST HIXON June 17.

S.S. WEST MONTOP July 10. S.S. WEST MONTOP July 12.

S.S. WEST HIRA Aug. 10. S.S. WEST HIRA Aug. 12.

Through Bills of Lading to all U.S. and Canadian Overland Points; no transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office: LOS ANGELES, CALIF.

Branch Offices: KOBE, SHANGHAI, MANILA, SINGAPORE

Hongkong Office: Prince's Buildings, Chater Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1063.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, HANKOW, SINGAPORE AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers tons Leave Hongkong.

TERUYO MARU.....22,000.....27th May.

SHIBUYA MARU.....20,000.....13th June.

SHIRYO MARU.....22,000.....17th June.

PERSIA MARU.....5,000.....5th July.

KOREA MARU.....20,000.....14th July.

From Kobe. Call at Keelung. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,

CALLAO, ARIKA and IQUIQUE.

Thence by Trans-Pacific Route to Buenos Aires.

Steamers tons Leave Hongkong.

KIYO MARU.....17,500.....July 12th.

ANYO MARU.....16,500.....18th July.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Leave Hongkong.

CHUYO MARU.....May 28th.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, Manager.

Telephone 2374 and 23.

SHIPPING

CP&NS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Mojji) Kobe & Yokohama)

STEAMERS From Hongkong Vancouver

Empress of Japan May 29 June 18

Empress of Asia June 3 June 21

Monteagle June 8 July 2

Empress of Russia July 1 July 19

Empress of Japan July 29 Aug. 10

Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Monteagle Oct. 21 Nov. 8

Empress of Russia Oct. 28 Nov. 15

Empress of Japan Nov. 9 Nov. 20

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 16 Jan. 3

Passage from Hongkong to United Kingdom.

Empress of Russia 16,850 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Asia 16,850 Tons Reg. 1893 1,163 Tons Reg. 1893

Empress of Japan 16,850 Tons Reg. 1893 1,163 Tons Reg. 1893

Rates and sailings subject to change without notice.

For Rates and other information please apply to

HONGKONG OFFICE: CANADIAN PACIFIC

Telephone 741. Cable address: CANPAC.

CANADIAN PACIFIC

[OCEAN SERVICES]

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,900 tons).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 3rd 1920. June 19th 1920. July 22nd 1920.

AN UNBROKEN HIGH CLASS

PASSENGER SERVICE.

C. H. BITTER, General Manager. Passenger Dept. 1924.

Prince's Buildings, 100, Queen's Road. Tel. Freight Dept. & agent. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

accommodation for First Class Passengers. Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 2 to 10 Days)

STEAMERS CAPTAIN LEAVES.

HAIPHONG.....Capt. W. C. Passmore.....FRIDAY, 28th May, at 2 p.m.

HAIPHONG.....Capt. A. H. Stewart.....TUESDAY, 1st June, at 2 p.m.

HAIPHONG.....Capt. J. S. Thomson.....FRIDAY, 4th June, at 2 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED

FOR STRAITS SAIL.

LONDON AND HAMBURG. "KATHLAMBA".....Second half July.

Subject to change without notice.

THE BANK LINE, LTD.

Or to BRIS 2300, Canton.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

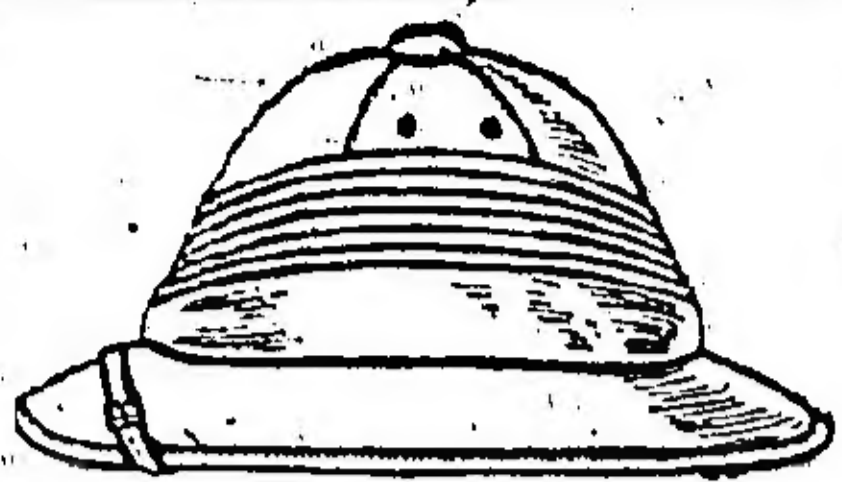
(OCEAN S. S. CO., LD. & CHINA MUTUAL S. S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.

SUN



HATS

Made on Cork and Rubber or Felt bodies, covered with a strong white Drill, leather-bound and chin strap. Have smart white puggarees, and light in weight, thoroughly Sunproof and Waterproof.

\$7.50, \$8.00, \$10.50 to \$12.00 each.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road.

Telephone 22.

RICE—THE UNIVERSAL FOOD.

It is estimated that 163,000,000 acres of the earth's surface are now devoted to raising rice. By far the greatest areas under cultivation are to be found in Asia, where 90 per cent. of the world's crop is produced. Japan, including Korea and Formosa, has over 11,000,000 acres producing this cereal, compared with about 138,000,000 acres of rice in China and India. The Philippine Islands raise crops from nearly 3,000,000 acres, while Java and Sumatra cultivate rice lands of over 6,000,000 acres. Over three-quarters of a million acres in the United States are now used for growing rice, while all of South America devotes but 135,000 acres of its vast territory to the production of this important cereal. From these figures it will be seen that rice culture is confined largely to the continent of Asia.

From time immemorial rice has been cultivated throughout the warm regions of the world. The cereal is claimed to be of Indian origin, and has been identified with the daily life of the Far East as the most important food for the native population because meat and vegetables do not form practical foods for densely populated regions and cannot be economically produced where millions of persons exist without wealth or ambition. A small surface of land, on the other hand, properly treated by the most crude methods of irrigation and planted with rice, will produce grain enough to give food to a large number of people and at the same time afford employment for many by reason of the elementary methods and appliances used in its preparation for consumption. The cooking of rice in Japan and China is a simple process. The cereal is washed in a wooden bucket and cooked in an iron pot; the stove is a small clay box, without a chimney, and, to secure a draft, the operator must fan the flames. Rice is a grain that has played a spectacular part in the religious ceremonies of Oriental peoples for ages. In Japan rice was used as money and, it is recorded, the feudal lords of that country once demanded tribute of their vassals in the form of rice.

Although there are some fifty varieties of rice, there are but three usually met with in international trade. In commercial handling these are known as garden rice, glutinous rice and mountain rice. The garden variety—that grown on irrigated land—is the kind referred to in speaking generally about rice. Glutinous rice, second in importance, is so named because of its characteristics after boiling. This variety is grown in flooded areas and requires but little attention during its growth; it will thrive under water and, when ready for the market, is heavier than the other varieties mentioned. In its cultivation boats are often used. The mountain variety is sometimes termed dry-land rice, and resembles wheat, more than rice, in the methods of its cultivation.

In countries where land is scarce and labour abundant, rice is the most practical food for cultivation. Reaching from Japan, across China and down through India, is a stretch of rice lands equalling over a hundred million acres and representing a marvellous irrigation project that has its equal in no other section of the world. A wonderful engineering construction has been accomplished in this section through the necessities of the millions of inhabitants combined with native ingenuity. The important part played by water in the growing of rice makes a field of this growing cereal resemble a series of small lakes several inches in depth. Soil dedicated to this purpose must be level and laid out in plots, each one of which is surrounded with a three-foot dyke built of mud. When lands are so prepared they are known as irrigated rice lands and are used for the production of common garden rice.

Throughout the Far East the cultivation of rice is practically along the same lines as those followed in China. The building of the dykes is but a part of the necessary operations in preparing the surface. The old dyke must be treaded down by bare feet and, when this is buried, the field is flooded and then undergoes a rough plowing. Using a primitive hoe, the top soil is thoroughly mixed with

water. May or June is the planting time, and the seeds are selected with great care. To insure uniform growth and ripening, heavy and hard grains of the same harvest are sown. This seed, known as the "paddy," is exposed to the open air for four or five days and then, just before planting, the seed is steeped in water. When the seed is thrown over the surface of the field, the water is stirred and made as muddy as possible. The mud, settling lightly, covers the grain and affords protection while insuring rapid development and a good root system. After the plants have reached a certain growth the transplanting follows. This operation takes place in other fields that have been prepared for the young shoots, or which have been bearing crops.

The transplanting process involves a great amount of labour, which is done largely by women. In each hill of the rice field from six to twelve shoots are planted and, up to the time the flowers appear on the young plants, the water is frequently changed—a process which prevents damage to the crop. In dry seasons the water must be provided from a nearby canal or river, or carried to the field in such devices as the farmer may possess. Numerous enemies menace the crops up to the time of harvesting, and the planter must be vigilant against the destructive enemies of the young plants, such as rats, birds, animals and insects. In Cochinchina alone it is stated that 20,000,000 rats were killed in a single year.

Rice plants attain their full growth in about five months, and, during this time, the field receives the constant attention of the farmers. The harvest begins with draining the fields when the rice stalks appear like a field of oats knocked down by a strong wind. In this condition the gathering of the crops must be accomplished by hand, as machinery for working the rice fields of the Orient has met with little or no attention on the part of manufacturers up to this time. The nature of the soil in the Far East is not adapted to operating heavy tractors or metal implements and no substitute for the abundant and cheap labour warrants serious consideration on the part of rice cultivators.

After the stalks have been cut down by hand, they are made into bundles and tied with twisted straw. Then they are taken from the field either by hand or in push-carts. A comb-like device is used for heading the rice—this machine strips off the individual grains. After this is done the stalks are carefully bundled for future use as fertilizer, while the "paddy," or unhulled grains, are placed in bags to be transported to the mill.

In some instances the methods of husking and polishing rice, as are in vogue in the United States and other progressive countries, are being adopted by Asiatic planters. In Japan, today, are to be found old millstones in use for grinding rice; these stones are grooved and equipped with blades of hardwood running in opposite directions. In operation the lower stone is stationary, while the upper one turns on an axle. Unhusked grain is fed through the upper stone and passes between the wooden blades. In many countries the most primitive methods of "pounding" the rice are still in practice.

A certain amount of waste follows these old-fashioned methods. In a single operation but half the grain is husked and re-sifting must follow. The winnowing or sifting is done by scooping up the grain and letting it fall so that the wind separates the chaff from the grain. Crude appliances are used for this process; in some sections, but they have not proved to be as satisfactory as the simpler and more natural methods.

When the process of polishing or "whining" the rice is to be accomplished the pestle and mortar are largely used. Both the pestle and the mortar are made of wood and designed in the most simple fashion. The rice is placed in the mortar and pounded with a heavy mallet. Generally the natives prefer grain prepared entirely by hand, finding in the rice so handled a special flavour and nutritive value that are said to be lost when the product is mechanically prepared. In Japan, Siam and Burma, the introduction of modern machinery for polishing rice has made considerable headway.

Practically all of the world's production of rice is planted, grown and harvested in this primitive manner. A recent estimate states that the average annual production of rice amounts to over 4,000,000,000 bushels, as compared to 3,000,000,000 bushels of wheat. In Japan it is stated that the average consumption of rice by one person amounts to 330 pounds annually.

At the present time a very small production of the world's production of rice figures in international trade. In most of the rice-producing countries the consumption keeps pace with the production and there is little or none for export purposes. The international trade in rice is about one-tenth as great as the trade in wheat. The surplus of Asia is taken by Europe, although India, together with China, are the only countries that have rice to spare for shipment abroad. Burma exports average about 3,200,000 tons a year, while those of Siam and Indo-China average over 1,000,000 tons annually.

The story of rice in America is something more than agricultural romance—it is adventure. It began in the early Spring of 1804, when a Portuguese bark, driven from her course by tempests, sheltered in the port of Charleston, Carolina Colony. When repairs were made the ship sailed away, bequeathing to the young settlement its chief industry, and to the future American people the cheapest of wholesome foods. Governor Langrange Smith was especially hospitable to the shipwrecked captain, who returned the courtesy in the form of a gift more precious than all the gold and ivory on the vessel. It was a bag of seed rice.

Meanwhile the story of rice was interwoven in the history of another romantic American period. In 1755 the Arcadians were exiled from Nova Scotia, from whence they made their pilgrimage to Louisiana, where they settled in communities on the western prairies of the state. As they looked upon the new land which they occupied—land usually half flooded by heavy rainfall—they despaired of the future, for the flat prairies seemed good for nothing except mud, weeds and grass. Providence gave them rice, the culture of which grew to a larger extent each year.

The rice pioneers in Louisiana and Texas faced the problem of carrying the water from the bayous to the land. The land was flat from horizon to horizon, and from fifteen to forty feet above sea level. The pioneers realized that some sort of pumping system was required. They experimented first with pumps built on the principle of the Archimedian screw. From this crude beginning has been developed great centrifugal pumps which move 65,000 gallons of water per minute, and these pumps are now the means of transforming large areas of waste land into great fields of waving, golden rice. Arkansas and California also have taken up its cultivation with increasing success. Arkansas soil is said to be the best adapted to the Honduras variety, and the Oriental varieties are grown to better advantage in California.

In Louisiana and Texas rice lands are prepared for the season's crop in March and April, and planting is usually in full swing about the tenth of April. The planting season in Arkansas and California is a little later. The great pumps are then started up, large canals which have been idle for a number of months are again swollen to the top of their banks, gates are opened to let water on the fields which have been planted, and in a few days large fields which have been looking bare are transformed like magic into areas of green foliage. A continuous flow of water is constantly upon the rice fields during the growing period. This is done in order that no growth-destroying insects, rice maggots and numerous other bugs which inhabit the rice fields, may find still water in which to breed. The growing period lasts from seventy to ninety days. When the heads are ripe the fields are drained, and as soon as the ground is firm the harvesting machinery, reapers and threshers, go upon the land and operate with their usual marvellous efficiency.

At the mill the rough rice, or "paddy," goes, between closely set millstones. Blowers separate the grain from the chaff. Then the rice is pounded through the huller, and from the waste is produced rice bran, a cattle food, and rice hulls, which are too woody to be of much food value. They are largely used for packing around breakable articles. The chaff and husks are eluf for fertilizer. The rice is polished by friction against cylinders covered with soft sheepskin. The outer part that is removed during the process of polishing is known as rice polish, the most nutritious by-product of rice.

In Louisiana there are about sixty rice mills; Texas has about twenty; Arkansas has twelve and California nine. The coming years, however, will see a large increase in the number of mills. In operation, these mills last year took care of a rice crop of about 40,000,000 bushels. The marketing of rice in the United States is done through brokers, who are to be found in every part of the country. Attempts have been made by a large number of mills to sell their rice direct, but this was not found as satisfactory as through the brokerage system.

EARLIER TELEGRAMS.

(Route's Service to the China Mail.)

THE FRENCH STRIKE.

PARIS, May 22.

A Havas message states.—After a speech by M. Millerand, the French Chamber of Deputies yesterday ended the debate on the general strike. A resolution of confidence was carried by 531 votes to 88. It states the Chamber approves the action of the Government and is determined to assure with equal energy freedom to work and trade union rights to maintain respect for the laws of the republic against any attempt to set up a dictatorship and that it thanks the workers for residing by a very great majority the movement directed against the vital interests of the nation.

The National Council of the French General Labour Confederation after several days discussion yesterday voted for a resumption of work by 96 votes to 11. As a matter of fact most of the trade unionists had already decided the question for themselves and only the extremists still stood out.

GERMANY.

BERLIN, May 22.

The publicist, Herr Maximilian Harden, writing in the *Zukunft*, predicts the imminence of another reactionary revolt. The gangster centres are the south and north-east of Germany. The Kappites have been encouraged by the Government's leniency, and thousands of ex-officers are awaiting the signal. Workers are not likely again to save the Government. Bavaria is a favourable ground for reaction and is unwilling to remain within an empire in which it has little freedom.

PRESIDENT OF FRENCH REPUBLIC.

PARIS, May 24.

President Deschanel had a narrow escape from death. In trying to open a window on his train, he fell on to the line near Montargis. The incident was not observed. He did not lose consciousness, and walked two kilometres, when he met a railway worker who assisted him to a signal cabin, from where a motor-car was summoned and he was conveyed to Montargis. He was very badly bruised and scratched. Anti-venereal serum has been injected as a precautionary measure. No anxiety is felt.

34,000 FOREST ACRES.

MORE TREES FOR BRITAIN.

Efforts to increase the acreage of forest land in the United Kingdom are detailed in a report issued by the Forestry Commission, which was appointed last November.

In dealing with the planting programme for this year, the shortage of forest tree seed was met to a great extent, state the Commissioners, by purchases in Austria and elsewhere, and by gifts from the United States and Canada.

About 34,000 acres of afforestation are in course of acquisition by purchase or on lease, in some cases below the market value, and in others as free gifts from landowners. Over 10,000 acres are in England, 5,000 in Ireland and the remaining 18,000 under acquisition are in Scotland. Planting is proceeding at 13 centres.

Forest apprentices are receiving a two-year course in the Forest of Dean, the New Forest, and in Choppell Woods, near Newcastle, and additional schools will be opened during the year.

An Imperial Conference to consider the forest resources and policy of the Empire is being organised for July, when a number of interested persons are expected in England for the British Empire Timber Exhibition. The conference, it is hoped, will lead to the establishment of an Imperial Bureau of Forestry Information.

Louisiana is the oldest of the four rice-producing states, Texas comes next, with Arkansas and California following. During the last season Louisiana produced about 20,000,000 bushels on 446,571 acres. Texas produced about 10,000,000 bushels on 234,367 acres, Arkansas produced 6,000,000 bushels on 121,828 acres, and California's production was about 3,000,000 bushels on 67,000 acres of land. The best average yield per acre was made in California, with Arkansas, Texas and Louisiana following in the order named.

Since the first year of the war the exports of rice from the United States have increased ten fold. Over 282,000,000 pounds found their way into foreign markets in the first ten months of 1919, as compared with 29,420,000 pounds exported in the same period of 1913. The value of this cereal, thus disposed of rose from \$833,000 to over \$25,000,000, representing an increase of over 300 per cent. In 1912 the United States imported 364,000,000 pounds of rice as against 222,000,000 pounds in 1913. —*Dun's International Review.*

CHINESE TRADING.

TEN YEARS' DEVELOPMENT.

BANKING ENTERPRISES.

One of the most striking features of the past decade in the Straits has been (says the *Free Press*) the phenomenal development of commercial concerns among the Chinese. It is no new thing to discover that the Chinese are excellent business men, that their age-old methods of book-keeping and systems of credits and banking are not only sound, but were long far in advance of European methods. When our ancestors were running about in blue undress clothes in the woods, the Chinese were practising many of the rules of business which belong to a highly civilised state of society. But the remarkable change to which we refer is the development of the limited liability company business among the Chinese. They have been proprietors of private trading concerns which have partners of limited liability, ship companies and merchants with an elaborate system of division of the profits; but there has always been a strong personal element in their business. The Tuiway, or the chief proprietor of the chop, himself usually attended to the business and as a rule looked into the details pretty closely with his manager or chief assistant. This acted admirably in the case of industries and business dealing with concrete values, for "the master's eye is worth forty per cent." in business. The Chinese now have companies for banking, for insurance, for land, for a combine of industries or a monopoly far exceeding in number the concerns of ten years ago, and this is a different kind of "business," depending largely on the area over which the Company is working. It is too soon yet to say how these concerns will turn out. A life assurance company, for instance, must have survived a score of years before it quite knows where it stands. A fire insurance company has to spread its risks over a wide field, and guard against a stunning loss by reinsurance. A bank is not merely a place where depositors flock to leave their money and send cheques, to get some of it out. There does not, however, seem any reason why entirely Chinese managed affairs, restricted to Chinese shareholders, as is the case with the lately established Lee Wah Bank, should not serve a useful purpose among the already prosperous Chinese community. The rub, of course, comes in when these purely Chinese concerns come into contact with what are practically international enterprises. Take for instance a Japanese Bank in Singapore. It could no doubt do good business among the nationals of Japan who live here. But it is not just for that purpose that the big Japanese banks come. The branches are a part of the great commercial and financial world, and that we suppose will be the next development of the Chinese companies, who are well enough aware of the requisites for successful and world-wide business. There is no doubt plenty of capital available, though possibly not too much for the big schemes that are afoot. It is believed to be a characteristic of the Chinese to expect to see a return on their money very soon after putting it in. That is hardly possible in the more intricate commercial ventures which they are now attempting. Meanwhile, it is interesting to read that there is a proposal, to be considered at Penang for the formation of a Chinese Planters' Association of Malaya, a further move for combination for business purposes which might have a beneficial result on the industry.

LONDON'S BORROWING.

LARGEST SUM PUT ON MARKET.

A loan, which is described as the largest amount any public authority ever put on the market at once, was under discussion by the L.C.C. last month when the issue of seven million pounds' worth of London County Bonds was proposed in connection with the housing scheme. The amount proposed to be raised will be provided under existing borrowing powers, and it is estimated that the Housing of the Working Classes Act will involve five and a half millions, the Local Government Board Act a quarter of a million, the Education Act a million, the Main Drainage Act a quarter of a million, Acts relating to tramways £280,000 and the cost of issue £220,000 a total of £7,000,000.

TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Storekeepers.

DAIRY FARM NEWS.

Received new shipments

LAMB, MUTTON, BEEF, RABBITS, HARES,

&c. &c.
from Australia.

KIPPERS, FINNAN HADDOCKS, FILLET HADDOCKS,
direct from the Scottish Fisheries.

PICNIC CHEESE

Prepared by us
and put up in neat glass jars
at 30 cents per jar.

THE DAIRY FARM, ICE & COLD STORAGE CO., Ltd.

JOSEF PILSUDSKI.

THE RULER OF POLAND.

[FROM MAJOR CECIL BATTINE.]

Poland was at the same time a Republic and an elective monarchy, but, the title adopted by Kosciuszko, the leader of the great national revolt against the Russians, was simply Chief of the State, and that title has been resumed by Josef Pilsudski, the Generalissimo of the Polish armies. He is accustomed to receive all persons, whose political position or whose information may be of use to him. He resides at the Belvedere Palace, just within the southern quarter of the town, and a drive of five minutes in a motor-car from the great offices of State. I was received in the ante-room to his apartments, and treated with frank cordiality. The Dictator has no pretensions, nor invests himself with any ceremonial.

These Polish palaces are furnished with taste in the French Louis XV. style, and contain very beautiful objects d'art. By his writing table the General had a great mass of files; he walked across the room, pushed a chair to me, and seated himself. In reply to questions about the prospects of peace, he closed and shook his fist. "Thus," he said, "the Bolsheviks are offering me peace, with the hand closed, so I must meet their proposals," and he brought his fist down on the table. He explained that he not only desired peace, but desired to do away with the age-long causes of war, hatred, and bloodshed between Poland and Russia. In the past each nation had alternately made its military power felt over the rival; in the process the western provinces of Russia had more than once changed hands. He now proposed to fix the territorial boundary by the wishes and votes of the inhabitants according to the principles professed by the Allied Powers.

PROGRESS OF HOSTILITIES.

The General had been suffering with indisposition due to overwork. He seemed to be under the influence of reports which announced considerable activity on the front and continuous concentration of Red troops, which particularly threatened the Polish forces in Eastern Galicia. To-day, March 1, fighting is reported from that front. These fights are affairs of outpost, nor can great attacks be made by either Poles or Russians without a concentration of forces which would necessitate some time, and of which two or three weeks' notice, at any rate, would be forthcoming.

General Pilsudski said that he knew that the peace and war parties were pretty evenly balanced in the councils of the Soviet Government at present. He did not know Lenin's opinions, but believed him to be undecided. Trotsky he believed to be in favour of prosecuting the war against Poland with all energy as a prelude to a Bolshevik invasion of the other Central European States. Pourparlers were in progress with the Allies to gain assent to the Polish reply to the Soviet proposals, and with the Roumanians and other Slav neighbours to concert joint action in case the Bolsheviks should force on war. He could arm half as many more troops and thus have an irresistible reserve if more equipment were at his disposal and he had more cavalry, but even as matters stood the General emphatically repeated his confidence that the Polish forces could never be broken by the Bolshevik Russians. He doubted the sincerity of the Russian peace proposals, because, although the Soviet Government assuredly needed peace, yet the position of the present rulers of Russia might in their own opinion demand continuation of the war. Several times General Pilsudski referred to the close resemblance between the course of the French Revolution and the Russian Revolution, and that of the Russian Revolution.

"That is a guide," he said; "that is the psychology of the movement." The Polish Chief looks about three score. His hair is grizzled, his face hard and determined. His dark eyes are very remarkable. Moreover, the illustrated papers have produced his portrait, so that his appearance is not unknown to their readers. He is of an old Polish landowning family, which in England used to be called

FIDDLER TO CATS.

HERMIT'S LIFE ON ISLAND.

After living for many years the life of a hermit at Yarmouth (I.O.W.), Edward Richard Pitt Pitts has died at the age of 82 years. He seldom worked, charitable residents in the neighbourhood supplying him with food and clothing. Most of his time during the day was spent on the sea-shore, and in rowing about in an old boat. At night he could generally be seen in his little dwelling playing a violin, with several cats (his sole companions) seated on the table as an audience. Pitts lived all his life and died in the house in which he was born. He had never been on a train, or crossed to the mainland, and had never travelled more than about four miles from his home, and that was in a rowing boat. Until ten days before his death Pitts had never been attended by a doctor.

"country family," but has always professed very democratic views, and still calls himself a Socialist, although his policy has been influenced by the peculiar exigencies of Poland in the making and by the menace of foreign invasion. Still his Government is generally criticised by Conservatives as being too mild, too weak, and it certainly seems probable that a more authoritative line will have to be adopted if the administrative services of the country are to be restored to efficiency. For example, Posen, the German province of Poland, had an excellent administration, and much might be effected by treating it as a model for the administration of the whole country, but jealousy has, so far, prevented it.

Pilsudski came from the country at the foot of the Carpathians. He has spent a life-time in working for the independence of Poland, and raised the first Polish forces with Prince Radzowski to fight the Russians. Then the Germans suspected his motives, deprived him of his command, and imprisoned him with "considerable harshness in a fortress, where he was very ill. He had been in prison before. The Russians had arrested him for a political "crime" before the war, and condemned him to a long sentence of imprisonment in Siberia, of which he actually served nine years. These years of suffering, and the great burden of his present task have left their trace on the countenance and frame of Joseph Pilsudski.

STATE OF CENTRAL EUROPE.

The vast lands which constitute Central Europe east of Germany territory are in a state of misery and chaos, which must be seen to be believed, culminating in the Russian horrors and the decimating of the population of Moscow and other great cities by typhus and starvation. Typhus and starvation are also stalking the streets of Vienna. Poland is in better case. Order of a kind reigns; a well organised and disciplined army is mobilised and is learning its work. Though there is much robbery, bloodshed has been stopped within the State. At present Poland contrasts very favourably with some of her neighbours, and stands like an oasis in the Slav desert. She has the elements of vitality and of capacity to organise, though every sort of peril and uncertainty still besets the new State. Not only Bolsheviks, but the members of the Paris Conference forget that it is far easier to destroy government, and the order without which civilisation soon relapses into barbarism than to create them. Order and good government are struggling for existence in this country, and the Allies, if they desire peace, will do well to assist as far as they can. The work of French and British officers here has counted for much, and among the Polish patriots the names of Paderewski and Pilsudski are most famous. The future seems to depend upon the statescraft, prudence, and military talent of the last-named, whose rule over Poland everyone seems agreed to acquiesce.

Sharp fighting is reported from the south-east front to-day. Bolshevik troops continue to be reinforced. At present the superiority of the Polish cavalry dominates the tactical situation.

WALLA-WALLA—LAUNCHED.
Phone No. 3516.

